Mr. M. S. Linge Gowda.—

Have the Government written any letter to the Board of Management that only certain information should be furnished to the public?

Third Member of Council.—

No. It is left to the discretion of the Board.

Mr. B. Narasinga Rao.—

The Board of Management has furnished all particulars that we asked for till now.

Mr. M. S. Linge Gowda.—

There are only two questions of importance in respect of the Works, *i.e.*, Operation and Finance. Is there any degree of secrecy in furnishing information relating to these matters? What is the use of appointing a Committee of Visitors and not taking them into confidence? In these circumstances what can the Government expect from this Committee?

Third Member of Council.—

I do not think the Board of Management has got any idea of withholding any information which is not prejudicial to the working of the undertaking.

Mr. M. S. Linge Gowda.—

You have appointed a Committee of Visitors. Whatever information they ask, it is said that it is confidential and cannot be furnished.

Dewan.—

We will see about it.

GENERAL RESOLUTIONS.

Resolution No. 1.

MR. VEERASANJEEVA GOWDA moved the following resolution :—

"That this Assembly recommends to the Government of His Highness the Maharaja that all Provincial and District Fund toll-gates be abolished."

In doing so, he represented that ever since the opening of the new toll-gates, the inconvenience caused to the raiyats was being brought to the notice of Government in almost every session of the Assembly and still they had not been abolished. He added that in the previous sessions Government were pleased to promise that on receipt of the recommendations of the Committee appointed to investigate the question, necessary action would be taken to afford relief to at least the country carts. The speaker impressed on Government that the parties that actually suffered under the existing rule were solely the villagers, who were already burdened with taxes in several forms. While agreeing to the need for extra funds for keeping the roads in good repair, he thought that it should be more legitimately met from taxing the motor cars and buses which were responsible for damaging the roads. He urged that the forthcoming auctions of toll-gates should be ordered to be stopped and the toll-gates abolished forthwith.

MR. BAGAMANE DEVAGOWDA in supporting the resolution reiterated the fact that this subject was being pressed on the attention of Government year after year. He drew attention to the promise made by Government in the last Dasara Session to impose an extra duty on petrol and do away with tolls. He represented that the toll contractors were trading upon the ignorance of the villagers who were new to this levy, by collecting the tax from them twice over for the same trip undertaken within 24 hours, while those who knew the rules paid only once.

In this connection, he said that he had suggested an amendment to the resolution which was as follows :—

In line 2 after the words "that all" add the words "newly opened". After the word "Provincial" add the words "municipal". Omit the full stop after the word "abolished" and add "forthwith."

The mover, however, did not accept it and the amendment was not pressed.

THE SECOND MEMBER OF COUNCIL explained that the idea of Government was to do away with the newly opened toll-gates as soon as a petrol tax was imposed, that though the Government of India had levied a petrol tax from March 1929, it was not yet known what share the State was going to get out of it. As the question might take about a year for final disposal, he was afraid that till then no action was possible here. He pointed out that even in Madras the consideration of the question of abolishing the

toll-gates was put off for the ensuing year and that they had already sanctioned the continuance of the toll-gates for the current year. He, however, promised that as soon as the State's share of the petrol duty was made known, necessary steps would be taken to afford the required relief to the people.

MR. DEVE GOWDA suggested that the new toll-gates might be immediately abolished pending the decision on the question of the State's share of the income from petrol duty.

MR. KESHAVAIYA said that while a mileage rate had been levied on the motor buses there was no reason why tolls also should be levied on them. However much toll-gates might have been necessary in olden days, he said there was no longer any necessity to continue them.

Several members said that country carts were very much harassed by the toll-gate keepers.

MR. VENKATASAMI GOWDA said that there were 3 toll-gates between Tondebhavi and Viduraswatha, a distance of hardly 10 miles.

MESSRS. NAGAPPA SETTY and NADIG BHASKAR RAO pressed for the total abolition of toll-gates forthwith.

MR. P. SUBBARAMA SETTTY pointed out that motor buses had to pay 5 kinds of taxes : firstly, the license fee; secondly, the mileage rate; thirdly, the doubling of taxes wherever buses competed with railways; again the new imposition of the petrol tax and lastly the provincial and district toll-gate fees.

The parties indirectly paying them were the poorer section of the travelling public who alone resorted to the use of motor buses and on whom they would weigh very heavily. He reminded the Dewan of his promise to abolish the toll-gates after the period of the then existing contracts expired in July next. He said that the income from petrol tax would more than compensate the loss of provincial tolls which were quite out of date in these days of enlightenment.

THE SECOND MEMBER OF COUNCIL said that it was better to wait till it was known what the income from the petrol duty would be.

MR. H. C. DASAPPA drew attention to the discussion on Resolution No. 7 at the last Dasara Session of the Assembly (*vide* Page 292 of the Proceedings book) in the course of which the Dewan said that the intention of Government was to abolish tolls from the next official year.

THE SECOND MEMBER OF COUNCIL explained that the Committee appointed in that behalf expected that the question of petrol tax would be settled well in time before the new year commenced, but that unfortunately, it did not happen to be so and that it would take at least six months more to get the matter settled. He, however, promised that if the question was settled before the end of the next official year, Government would abolish the newly opened toll-gates with effect from 1930-31, retaining probably all the bridge, municipal and frontier toll-gates.

MR. S. C. MALLIAH remarked that he found it difficult to follow the trend of the argument on the Government side and questioned the justification of taxing the country carts. He said that there was already a considerable fall in the number of such carts and that the executive was not justified in retaining the tax, without regard to the people's feelings in the matter. He pleaded the cause of the raiyat and said that the latter was maintaining a cart for purposes of gathering his manure and for attending the *shandies* for purchasing his provisions and that it was nothing short of cruelty to levy a tax on the cart meant for his personal use. He added that the very fact that Government had appointed two committees to go into the question of the tolls was proof positive of the Government admitting the existence of real hardship to the people. After all, he said, the Government were not going to lose heavily by abolishing the toll-gates, and even if it was a large enough sum, he considered it worthwhile losing in view of the immense relief that would be afforded to the people, and also in view of the definite promise made on the floor of the House at the previous Dasara Session.

THE SECOND MEMBER OF COUNCIL corrected the speaker's statement by observing that Government had not promised to take off the tax on carts, but what was said was that the question would be considered after the petrol tax was imposed.

In reply to Mr. Malliah's remark that the cost of road repairs could be met from general revenues, The Second Member of Council said that Government did not agree with that view since the road repairs would cost Government a considerable sum of money.

MR. S. C. MALLIAH said that the raiyats would be satisfied with a lower standard of road maintenance rather than be taxed beyond their capacity to pay.

THE DEWAN observed that it was admitted by every-

body that toll-gates were not exactly a blessing ; but that it was not possible to say how soon they would go, that in some places carts had been exempted from the levy, and that this concession would be extended to them at other gates also as soon as possible.

MR. S. VENKATESAIYA pointed out that when once it was agreed on all hands that the tolls should be abolished, it might be done so from next July. After all, he said that the loss resulting from the abolition of the tax on country carts would not be so very great as to materially affect the provision required for road maintenance. He also made another suggestion to the effect that within 24 hours not more than one toll fee need be levied from the country carts wherever they might go.

MR. H. C. DASAPPA appealed to the Government to be sufficiently responsive to the popular demand, and commended the system obtaining in foreign countries where no restrictions were imposed on internal traffic.

THE SECOND MEMBER OF COUNCIL commenting on the last statement remarked that whereas in Western countries private philanthropy was forthcoming liberally, here everything had to be done by Government.

MR. H. C. DASAPPA, continuing, remarked that he did not see why the raiyats should be made to pay for keeping the roads like the billiard table for the motor cars of officers to run on. He believed that the villagers would be satisfied with ordinary type of roads for their purposes and he was for asking the owners of motor cars to share in the suffering of the people especially the officers by putting up with the disrepair of the roads instead of burdening the raiyats with over-taxation for purposes of road maintenance.

MR. SIDDALINGAPPA SETTY said that the frontier toll-gates need not be abolished and that he would be satisfied if only the newly opened ones were closed down, as by this course the apprehended loss could be minimised. He urged that the necessity for the abolition of the latter was greater in view of the new levy of the road cess.

MESSRS. M. VENKATASAMI GOWDA and I. RAMESWARA SASTRY while admitting the reasonableness of taxing the motors plying for hire objected to the levy of tolls on bullock carts used by the agriculturists and prayed that the concession granted to carts carrying manure within a distance of 5 miles of the village might be extended up to a distance of 25 miles which distance had to be covered in certain villages before the raiyats could procure the manure.

MR. M. C. LINGE GOWDA criticised the personnel of the present Toll Committee on the ground that the rural interest was not adequately represented on it. He was of the opinion that Government should not make much of the loss of income that would be caused by the abolition of tolls on carts seeing that they had enough resources in the Krishnarajasagara area.

On the whole House pressing the Dewan to make an immediate announcement in regard to the intentions of the Government in the matter, THE DEWAN announced that country carts passing through the provincial toll-gates, excepting those that carried timber, would be exempted from tolls.

On this assurance, the resolution was withdrawn.

On behalf of the Assembly, MR. S. C. MALLIAH expressed the gratitude to the Dewan for complying with the wishes of the people.

Resolution No. 2.

MR. J. S. THIMMARAYA SETTY moved the following resolution:—

"That this Assembly recommends to the Government of His Highness the Maharaja that the levy of railway cess be abolished in the Kolar District."

He represented that the people of the Kolar District were paying the railway cess for the past 20 or 25 years, that under the recent resettlement the land assessment had been enhanced considerably and that they had agreed to the levy of the education cess on the assurance that the railway cess would be abolished in the near future. He also said that the raiyats were not benefited by the existence of railways to the same extent as others.

In reply to the Dewan's query whether the raiyats were not benefited by the railways, the member replied that they profited the merchant class mostly whereas the cess was imposed on the agriculturists. He added that he knew of several raiyats who had not even seen a railway train and that this cess might be collected only from the merchant classes in the future. He felt that there was no good case for levying it from all, especially when there was no prospect of extending the railways in the district in the near future.

MR. H. KRISHNAMURTHIACHAR in supporting the resolution said that the District Board had been collecting about Rs. 70,000 a year in the shape of the railway cess and at that rate his impression was that the entire loan

N29
(B A E4 9

should have been wiped off and there was no reason why the cess should continue to be levied. The amount advanced was only Rs. 8 lakhs in all at 4 per cent interest. He said that if there was any idea of opening more railways in the district in the future, the question of re-introducing the tax could be considered by the District Board.

THE SECOND MEMBER OF COUNCIL said that if such was the opinion of the District Board, the same might be communicated to Government.

MR. KRISHAMURTHIACHAR wanted to know from Government the exact position of the railway debt since the cess account with the District Board was merged with the general accounts.

THE THIRD MEMBER OF COUNCIL explained that the railway cess amount was maintained separately by the District Board, that the amount advanced had not been fully liquidated and that he might move the District Board for the abolition of the cess as soon as the loan was discharged.

In reply to the plea that some of the taluks which never had any railway connection were also taxed, the Third Member of Council said that the district as a whole should be taken as a single unit.

MR. RAMAKRISHNA IYER explained that a committee appointed by the District Board went into the question and reported that it would take 4 years more to wipe off the debt and that Government should insist on the District Board's clearing the account promptly.

MR. B. SRINIVASA RAO was sure that the District Board should have paid off the debt and that the same would be made clear if the accounts were posted up properly. He said that by way of cess the people had so far paid Rs. 9½ lakhs against a loan of Rs. 8 lakhs.

MR. THIMMARAYA SETTY said that the income from the railways should be adjusted towards the working expenses; that the expenditure should not be allowed to exceed the receipts and that even if the latter should happen, the raiyats should not be expected to meet such losses, especially as no profits had been declared to the debenture holders. The Government having already reduced the cess by 3 pies and also in view of the introduction of the education cess, he prayed that the raiyats might be exempted from the payment of the other 3 pies also.

THE SECOND MEMBER OF COUNCIL suggested that the entire question should be discussed with the District Board and a working arrangement arrived at.

MESSRS. SRINIVASA RAO and VENKATAVARADACHAR represented that they were only Representative Assembly members and had no access to the District Board and prayed that Government themselves might scrutinise the account and intimate the members what was still due from them to adjust the railway accounts.

On THE SECOND MEMBER OF COUNCIL promising to inquire into the matter, the resolution was withdrawn.

At this stage, the Assembly rose for lunch and re-assembled at 3-30 P.M.

GOVERNMENT BUSINESS.

III. General Principles of the Bill further to amend the Mysore Mines Regulation, 1906.

THE LAW SECRETARY TO GOVERNMENT explained the general principles of the Bill as follows:—

A statement of general principles of this Bill was placed before the Representative Assembly at the last Dasara Session. While approving of Clause 2 of the Bill, the Assembly desired that the class of undesirable persons liable to removal from the Mining Area should be clearly defined and that before passing an order directing such removal the person affected thereby should be given an opportunity to state his objection and also adduce evidence in support of it. It was further suggested that the limit of six months to the currency of such an order in the first instance should apply not only to subjects of His Highness the Maharaja paying land revenue but also to those who pay rates or taxes to any local authority in the State.

The Bill has now been revised in the light of the foregoing suggestions and appended to this statement.

A Bill to amend the Mysore Mines Regulation, 1906.

Whereas it is expedient further to amend the Mysore Mines Regulation, 1906, it is hereby enacted as follows:—

1. For Section 17 of the Regulation the following shall be substituted:—

"17. (1) The Superintendent of Police for the Kolar Gold Fields may by an order direct any person, whose residence within such area as may be notified by the Government from time to time is considered undesirable, to quit the said area within twenty-four hours and such persons